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IMAGERY
ANALYSIS



STAFF

PIR

PHOTOGRAPHIC INTELLIGENCE REPORT

VITAL RECORDS COPY

AIRFRAME PLANT NO 166, OMSK, USSR

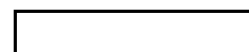


DECLASS REVIEW by NIMA/DOD



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DATE FEBRUARY 1967

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downgrading and declassification

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AIRFRAME PLANT NO 166, OMSK, USSR

The main plant area of Omsk Airframe Plant No 166 is located immediately south of Omsk Aircraft Engine Plant Baranova No 29 at 54-57-18N 73-25-32E in the eastern section of Omsk, USSR (Figure 1). The final assembly/checkout area is located approximately 1 nautical mile northeast of the main plant area. Omsk Airfield East, located east of the final assembly/checkout area, is utilized as the plant flyaway field. The main assembly area and final assembly/checkout area are surrounded by 10,500 and 13,000 linear feet, respectively, of probable masonry wall. Within the main assembly area are 9,800 linear feet of rail spurs and 18,000 linear feet of roadway, averaging 25 feet in

width. The final assembly/checkout area has within its boundaries 5,600 linear feet of rail spurs and 13,000 linear feet of roadway averaging 30 feet in width. These figures are considered to be approximate. Plant development is illustrated by photography of Figures 2, 3, and 4). The plant layout is shown by Figures 5 and 6; all item numbers refer to the layout drawing in Figure 6 and its associated table.

Both plant areas were first observed on Figure 2). At that time, Airframe Plant No 166 contained, in both areas, approximately 1,921,825 square feet of floorspace. A comparison of the early photography with that of Figure 4) revealed additions of approximately square feet. The total floorspace for the plant, as derived from this recent photography, was

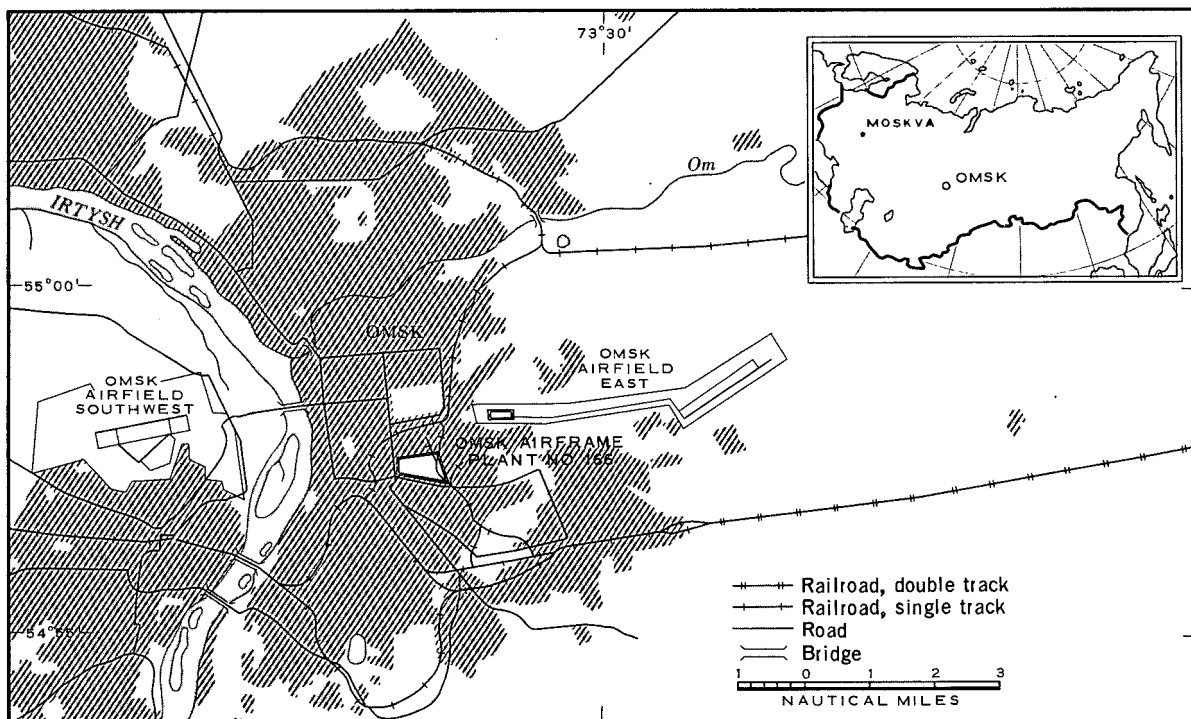


FIGURE 1. LOCATION MAP.

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approximately [] This latest floorspace figure has incorporated the number of stories in each administration/engineering building, where determinable.

(item 27), and the workshop/warehouse (item 28) were all completed prior to []

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As can be seen on the plant layout (Figure 6), the final assembly building (item 29) has had 2 additions of approximately the same size. One of the additions was completed prior to [] and the other appeared to be complete in []

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[] The steamplant (item 30) remains under construction to the north of the final assembly building. This steamplant appears to have been established to furnish steam for the final assembly/checkout area of the airframe plant and for other buildings north of this area. Two older buildings within the area, the hangar/workshop (item 23) and the workshop (item 24), were probably used in the past as hangar and assembly buildings, respectively. These buildings are immediately adjacent to the original aircraft parking area and airfield/flyaway field (Figure 4). The original airfield/flyaway field is no longer in use as an airfield/flyaway field and is closed off from the final assembly/checkout area. In both areas of the plant various small support buildings have also been constructed in the time period between []

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The new runway at Omsk Airfield East, under construction in [] and now complete, measures [] The runway is oriented northeast/southwest and is surfaced with concrete. The airfield and final assembly/checkout area are connected by a [] concrete taxiway with a width of approximately 70 feet, and there are approximately 400,000 square feet of concrete taxiway and parking surface within the airfield area. Aircraft observed on [] included the following: 1 FIREBAR-type, 26 FISHPOT, 2 FITTER, 18 FAGOT/FRESCO, 1 CAT/CUB, and 2 CAB at the airfield and 4 FISHPOT at the entrance to the final assembly/checkout area.

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Two buildings, an administration/engineering building (item 9) and a workshop (item 3), were under construction in [] and completed by [] The workshop was nearly complete in [] except for a small portion of the roof. Other construction activity within the main assembly area of the plant between [] included the construction of an addition to the subassembly building (item 10), small additions to the workshop (item 2), and one of the storage buildings (item 13). The subassembly addition was completed between [] the workshop additions and the storage building were completed prior to []

During the period from [] to [] the other storage building (item 13), a probable foundry (item 20), and an addition to the machine shop/workshop (item 18) were constructed. The addition to the administration building (item 1) remained under construction in [] The storage building was completed between [] [] The probable foundry appears to have been incorporated within the plant area between [] construction was under way when observed on photography [] The addition to the machine shop/workshop was completed between [] [] Roof reconstruction had been finished on the original portion of this building between []

Construction activity within the final assembly/checkout area appears to have been more extensive than that within the main assembly area. The administration/engineering building (item 21), additions to the workshop (item 24), a warehouse (item 25), a probable rail siding cover

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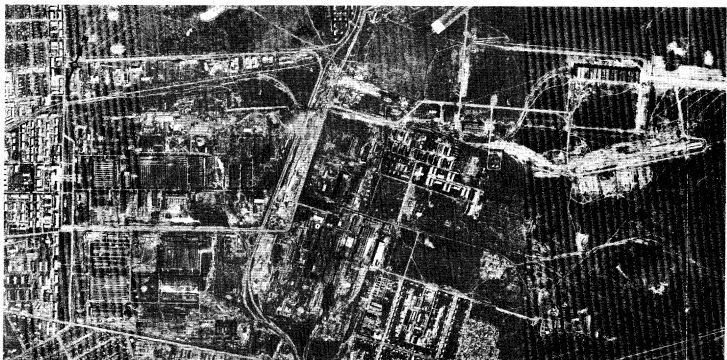


FIGURE 2. AIRFRAME PLANT NO 166, OMSK, USSR,

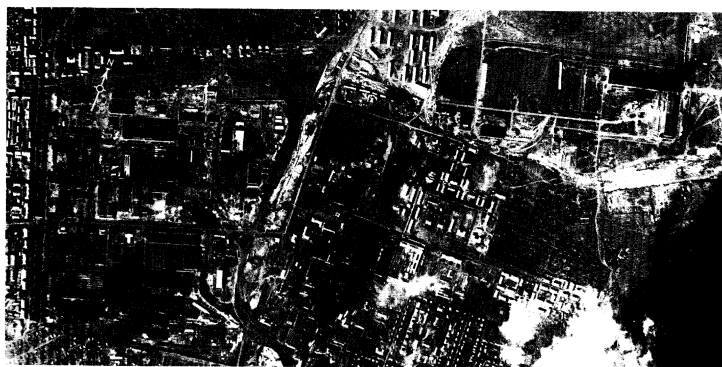


FIGURE 3. OMSK AIRFRAME PLANT NO 166,

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FIGURE 4. OMSK AIRFRAME PLANT NO 166 AND OMSK AIRFIELD EAST,

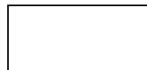
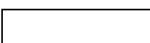
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FIGURE 5. OMSK AIRFRAME PLANT NO 166

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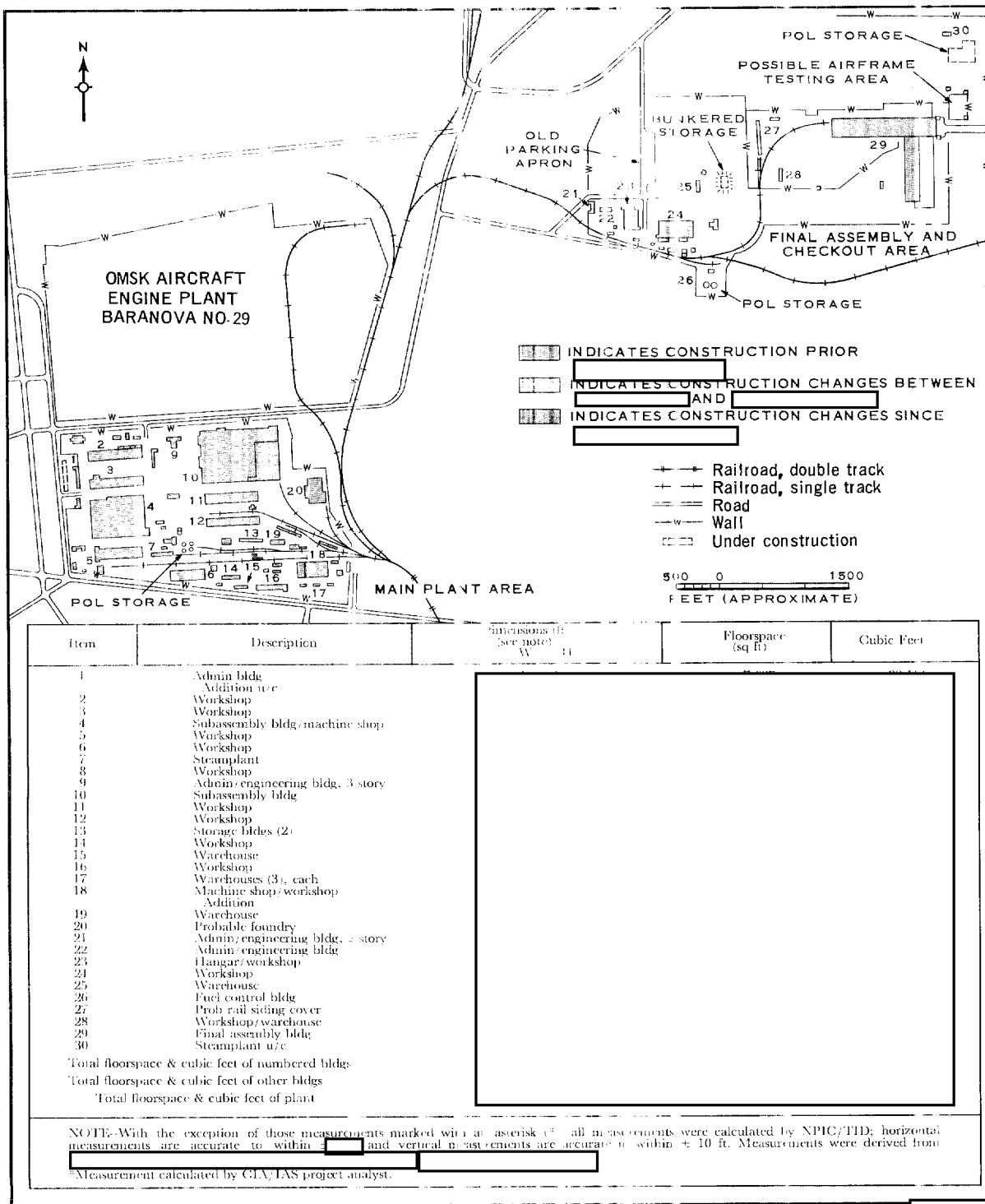
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FIGURE 6. LAYOUT OF OMSK AIRFRAME PLANT NO 166.

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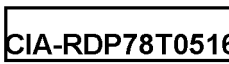
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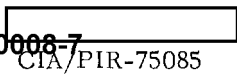


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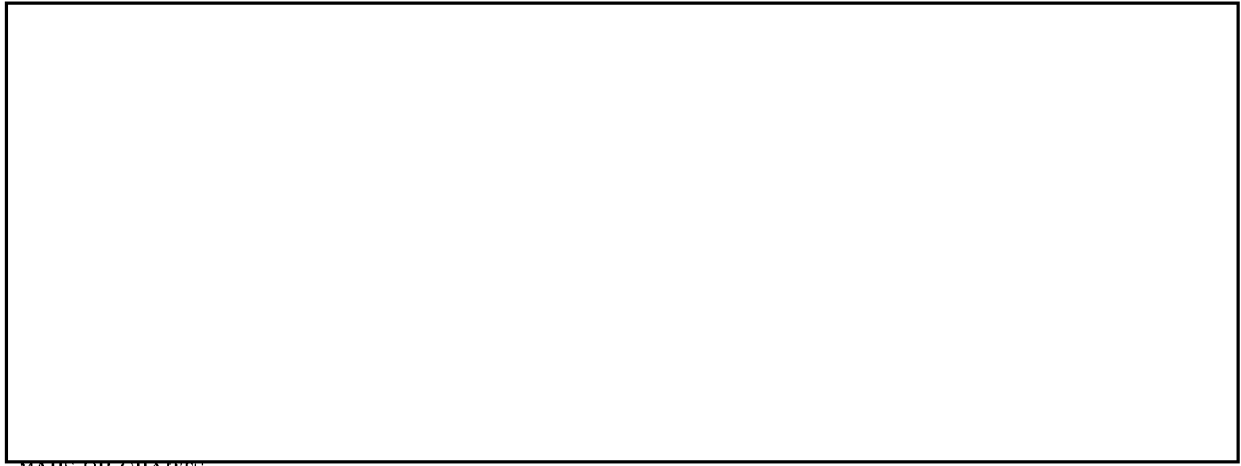
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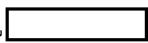
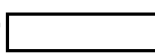


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MAPS OR CHARTS

ACIC series, scale 1:200,000

DOCUMENT

1. CIA. PIR-36/64,  *Omsk Airframe Plant No 166, Omsk, USSR*. Nov 64 (TOP SECRET 

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REQUIREMENT

CIA. C-RR6-83,650

PROJECT

31260/66 (partial answer)

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